

Maryland Truck Parking Study



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Maryland Truck Parking Study

BACKGROUND

PURPOSE

Does Maryland have adequate parking for the number of commercial motor vehicles (CMVs) that travel from, to and through our state? The three answers heard most frequently are yes, no and we are not sure. The purpose of this study is, very simply, to try to answer this question.

Three to five Maryland residents die each year when their personal vehicles crash into the rear of CMVs parked on the shoulders of our highways. In each case, it is the other vehicle that runs into the parked truck. When you think about it, a 3,500-pound car does not stand much of a chance when it hits a stopped truck weighing up to 80,000 pounds. Although it may be true that these cars would have run off the road anyway, the outcome may have been different if their car had glanced off the guardrail instead of hitting a parked truck.

We all see trucks parked on the shoulders and on the “off” and “on” ramps. As stated previously in our cover letter, when MSP and MdTA Police questioned over 100 of the drivers parked illegally at these locations, many of them indicated that they had no- where else to go. They said that the truck stops and the rest areas were full. Are these reasons valid? Are the truck stops and rest areas really full?

Even though many of you have not spent much time around truckers, you probably know that most of them spend a lot of time in their trucks. Try to put yourself in their shoes. Just think about when you go on vacation, or drive long distances to see relatives at Thanksgiving or Christmas. How often do you start “dozing?” What do you do? Do you stop to get coffee? Do you ask your spouse to drive for a while?

If you were by yourself on these long trips, would you still stop for coffee? And the most important question is whether you might sometimes get so sleepy that you would just pull over and park on the shoulder to catch 40 winks, rather than wreck?

It is true that most car drivers do not pull over on the shoulder, while too many truckers do. Hopefully, with your help, our study can identify available parking areas in our state. We can then use this information to inform CMV drivers so they can plan where to park, and not have to stop on the shoulders or ramps.

GOAL

On the nights of Sunday, January 23, through January 27, our collective goal is to count all commercial motor vehicles illegally parked on the shoulders and ramps of our major highways. At the same time, we will also count all parked CMVs at our truck stops, rest areas, TWIS and our park and ride lots.

BACKGROUND

How We Performed the Truck Parking Study

JANUARY 2005 REQUEST FOR VOLUNTEERS

In 1996, The FHWA funded a study entitled *Commercial Driver Rest & Parking Requirements: Making Space for Safety*. This report estimated a shortfall of 28,400 public truck parking spaces nationwide. That nationwide study was followed by some state-specific studies, which came to the same conclusion.

In 2000, as a component of the National Traffic Safety Board's (NTSB) truck and bus safety initiative, a report was published addressing the "inadequate safe, available commercial vehicle parking on or near Interstates." The report also indicated that there was a lack of information about parking available to truck drivers and state-enforced parking time limits.

In 2003, the Transportation Research Board (TRB), through the National Cooperative Highway Research Program (NCHRP), published *NCHRP SYNTHESIS 317* entitled *Dealing with Truck Parking Demands*. Information was gathered from a survey of 49 states (excluding Hawaii), which obtained data from state DOT's and their toll road agencies. Pertinent data from *Synthesis 317* are as follows:

- MD had 11 public rest area facilities along interstates and other NHS routes carrying more than 1,000 trucks per day
- MD had 15 commercial truck stops and travel plaza facilities on same highways
- A summary of national daily public and commercial parking supply was that it was adequate.
- MD's demand/supply ratio indicated that we had a shortage of public parking (rest areas) and a surplus of private parking (truck stops), which meant that our ratio was sufficient.
- A majority of states reported an increased rate of truck parking demand over the past five years
- As of 2000, there were approximately 500,000 registered interstate motor carriers
- Nationally, the top three locations where commercial vehicles were observed parking:
 1. In public rest areas
 2. At freeway interchange ramps
 3. Along freeway shoulders

During this same time period, the Baltimore Region Freight Movement Task Force conducted a regional survey, through interviews, of CMV parking and found that trucks were illegally parking on the shoulders and ramps. This study indicated that there was sufficient parking available at rest areas, truck stops, park-and-ride lots and weigh stations.

The New Year greets us with some things that have not changed:

- The number of available truck parking spaces has not increased. Actually, the number has dropped due to the closing of a truck stop in Frederick.
- Trucks are still parking on the shoulders and ramps.

BACKGROUND

How We Performed the Truck Parking Study

JANUARY 2005 REQUEST FOR VOLUNTEERS continued

At the same time, several facts have drastically changed:

- Using DOT figures, the number of registered interstate carriers is now between 600,000 and 700,000.
- There are now more than 3 million licensed commercial motor vehicle drivers.

As we begin 2005, do we have adequate parking for the commercial motor vehicles traveling from, to, and through Maryland?

We want to thank Major Mike Fisher, MSP and Capt. Bill O'Reilly, MdTA Police for helping us begin to answer this question. From August 31 through October 10, 2004, their officers "interviewed" over 100 CMV's parked illegally on ramps and shoulders. Many of them stated that their reason for sleeping on the side of the road was that all the other parking places were full.

During these past several years since the last study was undertaken, more trucks and drivers are on the roads and fewer parking places exist. With your help, we intend to find whether we now have adequate parking and, if not, to recommend scenarios to correct the problem. This study will only be observation and logging of information. We will not interview drivers.

We are going to try to schedule this study from Sunday night, January 23 through Thursday night, January 27. The short notice is because we would like to get it done before bad weather sets in and also because we would like to have the results completed before the General Assembly convenes this session. (Tentatively, our bad weather/snow date will be the following week, January 30 through February 3.)

If you can participate, we will forward a tentative schedule of how we propose to conduct the study. As you will see, the study will encompass the hours from 10:00 PM through 5:00 AM. Hence, depending on where your stretch of road may be, we could possibly need you from approximately 9:00 PM through 6:00 AM. Ideally, and in the perfect world that none of us live in, the same person(s) would conduct the survey on the same stretch of road each night for 5 nights. Realistically, we will be happy to have any of your time you are willing to participate

Lastly, and to say it again, **WE NEED YOUR HELP!** Please let us know if you would like to be part of what could be a landmark state/industry effort. It should be fun and many of you will get to personally experience what the truckers contend with on a nightly basis.

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How We Performed the Truck Parking Study

MdTA/MSP Truck Parking Study

Maryland Transportation Authority Police											
Date	Time	Day of Week	Hwy/Rte Num	County City	Location Parked	Truck Type	Cargo	Delivery Loc Time	Reason Parked	Action	Relocated To
9/30/2004	2210 Hrs	Thursday	US 50	Anne Arundel	Right Shoulder	Tractor Trailer	Steel Boat Dock	South Amboy, NJ	To leave with another person to get dinner	Citation	Scalehouse / Destination
9/30/2004	2355 hrs	Thursday	US 50	Anne Arundel	Right Shoulder	Tractor Trailer	Glass Jars	Hurlock, MD Fri. 0100 hrs	Pledge	Warning	Continue Eastbound
9/30/2004	2330 hrs	Thursday	US 50	Anne Arundel	Right Shoulder	Tractor Trailer	Paper Rolls	Long Island /Fri. am	Pledge	Warning	Continue Eastbound
10/1/2004	0041 hrs	Thursday	IS-695	Baltimore Co.	Right Shoulder	Tractor Trailer	Auto Parts	Seagirt M.I.T. 0700 hrs	Safer	None	Seagirt
10/1/2004	0047 hrs	Thursday	IS-695	Baltimore Co.	Right Shoulder	Tractor Trailer	Empty	Seagirt 0700 hrs	To sleep - won't let them sleep at Port lot.	None	Truck Stop
10/1/2004	0029 hrs	Thursday	IS-695	Baltimore Co.	Right Shoulder	Tractor Trailer	A/C Units	Rhode Island 0800 hrs	Go over paperwork	None	Continue northbound
10/7/2004	0449 hrs	Thursday	US 50	Anne Arundel	Right Shoulder	Tractor Trailer	Pork Products	Bronx, NY	Reading map	None	Continue E/B
10/7/2004	0433 hrs	Thursday	US 50	Anne Arundel	Prior to right shoulder	Tractor Trailer	Pork Food Products		Waiting for another truck to come off bridge	None	Continue Westbound
10/8/2004	0410 hrs	Friday	US 50	Anne Arundel	Right Shoulder	Tractor Trailer	Empty		Tired, Wanted to take nap	None	Continue driving
10/9/2004	2348 hrs	Saturday	US 50	Anne Arundel	Right Shoulder	Tractor Trailer	General Freight	New Bedford, MA	Rest/Too tired to drive	None	Continue Eastbound
10/10/2004	0504 hrs	Sunday	US 50	Anne Arundel	Right Shoulder	Tractor Trailer	Peanut Butter	Smyrna, DE. Wal Mart	Tired	None	Continue Eastbound
8/31/2004	2300 Hrs	Tuesday	Pilot T. Stop	Washington		Tractor Trailer	----	-----	Sleep	3 Citations	-----
9/1/2004	0725 Hrs	Wed	I-68 @ Rt. 36		Ramp	Tractor Trailer	Plastic Wrap	York, PA @ 1300	Convenient location	Warning	Exit 3 off of I 70
9/1/2004	0725 Hrs	Wed.	I-68 @ Rt. 36		Ramp	Tractor Trailer	Building Material	Long Island, NY	Tired - Waiting for for to clear	Warning	Exit 45 - Hillcrest
9/1/2004	0725 Hrs	Wed.	I-68 @ Rt. 36		Ramp	Tractor Trailer	Trusses & Joist	Paradise, PA	No truck stops available	Warning	Exit 3 off of I 70
9/1/2004	0720 Hrs	Wed.	68@Lothian Rd.	Allegany	Ramp	Tractor Trailer	Transformer	Brewster, NY on 9/2	Tired - Foggy Weather	Warning	Hillcrest Dr. - BP Station

Maryland Truck Parking Study

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How We Performed the Truck Parking Study

MdTA/MSP Truck Parking Study continued

Maryland State Police											
Date	Time	Day of Week	Hwy/Rte Num	County City	Location Parked	Truck Type	Cargo	Delivery Loc Time	Reason Parked	Action	Relocated To
9/1/2004	0730 Hrs	Wed.	68@Lothian Rd.	Allegany	Ramp	Tractor Trailer	Silicon	Lakewood, NJ	Tired - Foggy Conditions	Warning	Hillcrest Dr. - BP Station
9/1/2004	0755 Hrs	Wed.	68@Lothian Rd.	Allegany	Ramp	Tractor Trailer	Steel Coils	Wheeling, IL	Tired	Warning	Exit 14 on I 68
9/1/2004	0820 Hrs	Wed.	68@Lothian Rd.	Allegany	Ramp	Tractor Trailer	Beef	Kansas City, MO 9/6	Tired	Warning	Exit 14 on I 68
9/2/2004	1240 Hrs	Thur	WB 50 & 301	PG	Right Shoulder	Flatbed	Building Material	Florida - 9/7	Resting	Warning	Sent on his way
9/2/2004	2005 Hrs	Thur	SB 95 @ 202	PG	Right Shoulder	Tractor Trailer	-----	-----	Oct-46	None	Sent on his way
9/2/2004	0730 Hrs	Thur	NB 95@495	PG	Right Shoulder	Tractor Trailer	Plastic Bags	Aberdeen, MD	Out of Hours	None	I -95 Truck Stop
9/2/2004	0800 Hrs	Thur	495 @ 95	PG	Right Shoulder	Tractor Trailer	Cars	Jessup, MD	Tired	Warning	I -95 Truck Stop
9/2/2004	0805 Hrs	Thur	495 @ 95	PG	Right Shoulder	Tractor Trailer	Empty	Florence	Tired	Warning	I-95 Rest Area
9/2/2004	0842 Hrs	Thur	SB 95 @ Gorm	Howard	Right Shoulder	Tractor Trailer	Coke	Beltsville, MD	Out of Hours - Tired	Warning	Inside Rest Area
9/2/2004	0830 Hrs	Thur	SB 95 @ Gorm	Howard	Right Shoulder	Tractor Trailer	Empty	Virginia	Tired	Warning	Rest Area
9/2/2004	0630 Hrs	Thur	Rt. 50 @ 301	PG	Ramp	Tractor Trailer	Seafood	Richmond, VA	Traffic Back Up	-----	Washington, DC
9/2/2004	0740 Hrs	Thur	36/EB I68	Allegany	Right Shoulder	Tractor Trailer	Paper	North Carolina	No truck stops available	Warning	Exit 45 - Hillcrest
9/2/2004	0815 Hrs	Thur	36/WB I68	Allegany	Right Shoulder	Tractor Trailer	Paper	Chillicothe, Ohio	Tired	Warning	Exit 22 - Fuel City
9/2/2004	0815 Hrs	Thur	36/WB I68	Allegany	Right Shoulder	Tractor Trailer	Candle Wax	Louisville, Ky	Didn't Know Truck Stop Location	Warning	Exit 22 - Fuel City
9/2/2004	0800 Hrs	Thur	36/WB I68	Allegany	Right Shoulder	Tractor Trailer	HazMat	Chicago	No Where Else to Stop and Sleep	Warning	Exit 22 - Fuel City
9/2/2004	0800 Hrs	Thur	36/WB I68	Allegany	Right Shoulder	Tractor Trailer	Chocolate	Nicholasville, KY	About to Run Out of Hours	Warning	Exit 22 - Fuel City
9/3/2004	1115 Hrs	Fri	EB to 495	PG	Ramp	Tractor Trailer	Empty	Andover, MD	Sleeping/Lunch Break	Warning	Landover, MD
9/3/2004	0235 Hrs	Fri	SB 95@Rt.50	PG	Right Shoulder	Tractor Trailer	-----	Virginia	Sleep	None	Continue to Destination

Maryland Truck Parking Study

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How We Performed the Truck Parking Study

MdTA/MSP Truck Parking Study continued

Maryland State Police											
Date	Time	Day of Week	Hwy/Rte Num	County City	Location Parked	Truck Type	Cargo	Delivery Loc Time	Reason Parked	Action	Relocated To
9/3/2004	0305 Hrs	Fri	NB 95 @ Arena	PG	Right Shoulder	Tractor Trailer	Juice	Pennsylvania	Sleep	None	Continue to Destination
9/3/2004	0320 Hrs	Fri	NB 95 @ Arena	PG	Right Shoulder	Tractor Trailer	Empty	-----	To Rest	None	Rest Area
9/3/2004	0325 Hrs	Fri	SB 95 @ Arena	PG	Right Shoulder	Tractor Trailer	Soap	North Carolina	To Rest	None	Continue to Destination
9/3/2004	0330 Hrs	Fri	SB 95 @ Arena	PG	Right Shoulder	Tractor Trailer	Blood/Red Cross	Richmond, VA	To Rest	None	Continue to Destination
9/3/2004	0335 Hrs	Fri	SB 95 @ Arena	PG	Right Shoulder	Tractor Trailer	Building Material	Miami, FL	To Rest	None	Continue to Destination
9/3/2004	0344 Hr	Fri	SB 95 @ Arena	PG	Right Shoulder	Tractor Trailer	Peaches	St. Mary's County	To Rest	None	Continue to Destination
9/3/2004	0015 Hrs	Fri	I68 @ Exit 19	Garrett	Ramp	Tractor Trailer	Filing Cabinets	New Cumberland, PA	No Where Else to Park	Warning	Exit 22 - Fuel City
9/3/2004	0740 Hrs.	Fri	EB68/Md. 36	Allegany	Ramp	Tractor Trailer	Paper	South Carolina	All Truck Stops Were Full	Warning	Exit 45 - Hillcrest
9/3/2004	0750 Hrs	Fri	ED68/Md. 36	Allegany	Ramp	Tractor Trailer	Glue	Glen Burnie, Md	Sleep, No Hours, No Where Else to Go	Warning	Exit 45 - Hillcrest
9/3/2004	0725 Hrs	Fri	EB68/Md. 36	Allegany	Ramp	Tractor Trailer	HazMat	Missouri	Sleep - Truck Stops Full	Warning	Exit 22 - Fuel City
9/3/2004	0720 Hrs	Fri	WB68/Md. 36	Allegany	Ramp	Tractor Trailer	Steel	Jackson, OH	No Room at Truck Stops	Warning	Exit 22 - Fuel City
9/3/2004	0735 Hrs	Fri	I 68 @ Md. 36	Allegany	Ramp	Tractor Trailer	Canned Goods	Bedford, PA	Tired - No Where Else to Go	Warning	Exit 22 - Fuel City
9/3/2004	1525 Hrs	Fri	SB 95 @ US 1	PG	Right Shoulder	Tractor Trailer	Empty	-----	Heavy Traffic Volume	None	-----
9/3/2004	1005 Hrs	Fri	495 @ 704	PG	Right Shoulder	Dump Truck	Empty	-----	Disabled - Repaired at Scene	None	-----
9/7/2004	0915 Hr	Tuesday	NB 95	PG	Right Shoulder	Straight Truck	-----	-----	Broken Down	-----	-----
9/8/2004	0507 Hrs	Wed	495 @ WTIS	PG	Shoulder	Tractor Trailer	Plywood	Cape May, NJ	Parked on Shoulder	392-22	WB/I-70 @ Scale

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MdTA/MSP Truck Parking Study continued

Maryland State Police											
Date	Time	Day of Week	Hwy/Rte Num	County City	Location Parked	Truck Type	Cargo	Delivery Loc Time	Reason Parked	Action	Relocated To
9/8/2004	0440 Hrs	Wed	495 @ WTIS	PG	Shoulder	Tractor Trailer	Empty	Aberdeen, MD	Fatigued	Warning	Legal Parking Area
9/8/2004	0451 Hrs	Wed	495 @ WTIS	PG	Other	Tractor Trailer	Empty	Sykesville, MD	Fatigued	Warning	Legal Parking Area
9/8/2004	0443 Hrs	Wed	EB 50 @495	PG	Right Shoulder	Flatbed	Steel	New York	Driver Fatigued	Citation	Back on Road
9/8/2004	0445 Hrs	Wed	EB 50 @495	PG	Right Shoulder	Tractor Trailer	Cardboard	Philadelphia	Driver Fatigued	Citation	Back on Road
9/8/2004	0500 Hrs	Wed	50 E of 495	PG	Right Shoulder	Tractor Trailer	Mail	Philadelphia	Driver Fatigued	Citation	Back on Road
9/8/2004	0525 Hrs	Wed	50 E of 495	PG	Right Shoulder	Flatbed	Plywood	Salisbury, MD	Driver Fatigued	Citation	Back on Road
9/8/2004	0540 Hrs	Wed	50 E of 495	PG	Right Shoulder	Flatbed	Empty	Georgetown, DE	Driver Fatigued	Citation	Back on Road
9/8/2004	0601 Hrs	Wed	50 E of 495	PG	Right Shoulder	Tractor Trailer	Furniture	Annapolis, MD	Driver Fatigued	Citation	Back on Road
9/8/2004	1500 Hrs	Wed	I83 @ PA Line	Balt. Co	Shoulder	Tractor Trailer	Grocery	Baltimore Co.	"Other trucks stop here"	Citation	Exit 27 - OOS Lot
9/8/2004	0852 Hrs	Wed	I68@Smtih Rd	Allegany	Right Shoulder	Tractor Trailer	Paper	Kansas City, MO	No Where Else To Go	Warning	Exit 45 - Hillcrest
9/8/2004	1500 Hrs	Wed	I83 @ PA Line	Balt. Co	Shoulder	Tractor Trailer	General Freight	-----	"Other trucks stop here" - Had a headache	Citation	Exit 27 - OOS Lot
9/8/2004	0030 Hrs	Wed	EBI68Exit 19	Garrett	Ramp	Tractor Trailer	Lumber	New Jersey	No Other Place to Park	Warning	Exit 22 - Fuel City
9/8/2004	0045 Hr	Wed	EB 68 Exit 22	Garrett	Ramp	Tractor Trailer	-----	Delaware	No Other Place to Park	Warning	Shopping Center
9/8/2004	0050 Hrs	Wed	EB 68 Exit 22	Garrett	Ramp	Tractor Trailer	Steel	Baltimore	Couldn't Find Other Parking	Warning	Shopping Center
9/8/2004	0040 Hrs	Wed	EB 68 Exit 22	Garrett	Ramp	Tractor Trailer	General Freight	London, KY	Resting	Warning	Keysens Ridge Truck Stop
9/8/2004	0025 Hrs	Wed	EB 68 Exit 22	Garrett	Ramp	Tractor Trailer	General Freight	Parkersburg	Resting	Warning	Keysens Ridge Truck Stop
9/8/2004	0200 Hrs	Wed	I-68 from Rt.42	Garrett	Ramp	Tractor Trailer	General Freight	New York City	Resting	Warning	Keysens Ridge Truck Stop

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How We Performed the Truck Parking Study

MdTA/MSP Truck Parking Study continued

Maryland State Police											
Date	Time	Day of Week	Hwy/Rte Num	County City	Location Parked	Truck Type	Cargo	Delivery Loc Time	Reason Parked	Action	Relocated To
9/10/2004	0830 Hrs	Fri	NB 95 @MM 96	Cecil	Ramp	Straight Truck	Tool of the Trade	N.E. Maryland	Stop For Breakfast	Warning	West I 95
9/10/2004	1200 Hrs	Fri	SB RT1 @RT623	Hartford	Shoulder	Straight Truck	Signs	Ohio on Saturday	Tired	None	Continue to Destination
9/11/2004	0630 Hrs	Sat	95 @ Chp. Hou	Cecil	Ramp	Tractor Trailer	Excavator	Charlotte, NC - Monday	Stopped for Inspection	None	Placed OOS
9/11/2004	1050 Hrs	Sat	NB 95 @ Rt.222	Cecil	Ramp	Tractor Trailer	Juice	New Castle, De	Catch Up On Log Book	Citation	Scale Facility
9/11/2004	0700 Hrs	Sat	Rt 63 EB I70	Washington	Ramp/R. Shoulder	Tractor Trailer	Empty	Sykesville, MD	Fatigued	Warning	Rest Area - I-70
9/11/2004	0720 Hrs	Sat	S I-81 @ Exit 1	Washington	Right Shoulder	Tractor Trailer	Clothing	Orlando, Fl	Fatigued	Warning	Rest Area - I-81
9/12/2004	0705 Hrs	Sun	NB 95 @ Toll Plaza	Cecil	Shoulder	Straight Truck	Tools	Warwick, MD	Stopped at Toll - Went to the Outlets	Warning	Continue to Destination
9/12/2004	1315 Hrs	Sun	Rt. 279 # 95	Cecil	Shoulder	Straight Truck	Frozen Seafood	Rockhall, MD	To Eat Lunch	Warning	Continue Eastbound
9/13/2004	2120 Hrs	Mon	I-68	Garrett	Ramp	Tractor Trailer	Cattle	Wyaluging, PA	To Catch Up on Log Book	Warning	Continue to Destination
9/13/2004	2100 Hrs	Mon	I-68	Garrett	Ramp	Tractor Trailer	Military	York, PA	Tired	None	Continue to Destination
9/13/2004	0145 Hrs	Mon	I-70 @ I-63	Washington	Ramp	Tractor Trailer	Food	Jessup, MD	Out of Hours	Warning	Rest Area
9/13/2004	0130 Hrs	Mon	I-70 @ I-63	Washington	Ramp	Tractor Trailer	Cardboard	Hunt Valley, Md	Tired	Warning	Rest Area
9/13/2004	0150 Hrs	Mon	I-70 @ I-63	Washington	Ramp	Tractor Trailer	Paper	Baltimore	Tired	Warning	Rest Area
9/14/2004	2348 Hrs	Tuesday	SB 95 @ Rest	Howard	Right Shoulder	Tractor Trailer	Drywall	Woodbridge, VA	Congested Area, Needed to Rest	Warning	Rest Area
9/14/2004	2352 Hrs	Tuesday	SB 95 @ Rest	Howard	Right Shoulder	Tractor Trailer	Bottled Water	Richmond, VA	To Get Rest- Wait for Friend	Told To Move	Next Rest Stop
9/14/2004	1235 Hrs	Tuesday	NB I495	PG	Right Shoulder	Dump Truck	Garbage	King Queen, VA	Flat Tire	Told To Move	Continue to Destination
9/14/2004	2307 Hrs	Tuesday	NB 95 @ Rest	Howard	Right Shoulder	Tractor Trailer	Flowers	New York City	Traffic Back Up - Take Rest Break	Told To Move	Next Rest Stop

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Maryland State Police											
<u>Date</u>	<u>Time</u>	<u>Day of Week</u>	<u>Hwy/Rte Num</u>	<u>County City</u>	<u>Location Parked</u>	<u>Truck Type</u>	<u>Cargo</u>	<u>Delivery Loc Time</u>	<u>Reason Parked</u>	<u>Action</u>	<u>Relocated To</u>
9/14/2004	2335 Hrs.	Tuesday	NB 95 @ Rest	Howard	Right Shoulder	Tractor Trailer	Sugar	New York City	Traffic Back Up - Take Break	Told To Move	Next Rest Stop
9/14/2004	0300 Hrs.	Tuesday	SB95 @ Gorman	Howard	Left Shoulder	Tractor Trailer	Trash	Weaverly, VA	Tired - Needed Rest	Warning	I-495 Park & Ride
9/14/2004	0325 Hrs.	Tuesday	SB95 @ Gorman	Howard	Right Shoulder	Tractor Trailer	Bulk Foods	Jacksonville, FL	Rest Area Full	Warning	I-495 Park & Ride
9/14/2004	0335 Hrs	Tuesday	SB95 @ Gorman	Howard	Right Shoulder	Tractor Trailer	Medical Supplies	Holly Springs, MS	Tired - Rest Area Full	Warning	I-495 Park & Ride
9/14/2004	0310 Hrs.	Tuesday	SB 95 @ Rest	Howard	Ramp	Tractor Trailer	Paper	Islandia, NY	Rest Area Full	Warning	I-495 Park & Ride
9/14/2004	0319 Hrs	Tuesday	SB 95 @ Rest	Howard	Ramp	Tractor Trailer	Feed	Nashville, NC	Rest Area Full	Warning	I-95 Rest Area
9/14/2004	0325 Hrs.	Tuesday	SB 95 @ Rest	Howard	Ramp	Tractor Trailer	Cigarettes	Richmond, VA	Rest Area Full	Warning	I-95 Rest Area
9/14/2004	0330 Hrs	Tuesday	SB 95 @ Rest	Howard	Ramp	Tractor Trailer	Miscellaneous	Stauton, VA	Rest Area Full	Warning	Next Rest Stop
9/14/2004	0005 HRs	Tuesday	NB95 @ Rest	Howard	Right Shoulder	Tractor Trailer	Cat Litter	New York City	Ran Out of Hours	Told To Move	Next Rest Stop
9/14/2004	0009 Hrs	Tuesday	NB95 @ Rest	Howard	Right Shoulder	Tractor Trailer	Beer	Baltimore	Can't Be There Until 0800	Told To Move	Next Rest Stop
9/14/2004	0700 Hrs.	Tuesday	EB 68 @ US 29	Garrett	Ramp	Tractor Trailer	Empty	-----	Tired - Out of Hours	Warning	Truck Stop 22 MM
9/14/2004	0845 Hrs	Tuesday	SB 95 @ Rt. 5	PG	Right Shoulder	Tractor Trailer	-----	Georgia	Sleepy - Rainy	None	Off Roadway
9/15/2004	0915 Hrs.	Wed	I 95 @ 4 MM	PG	Right Shoulder	Tractor Trailer	Frozen Seafood	Pompono Beach, FL	Traffic	None	Asked to Move

BACKGROUND

How We Performed the Truck Parking Study

“The Mechanics”

COUNT THE TRUCKS! You will gather a lot of good information for this study, but your number one priority is to **count the trucks**. As you ride our roads during the study week, please keep this thought in mind, and keep repeating, “Count the trucks, count the trucks, and count the trucks.”

Keep in mind that we are actually counting the following two types of CMVs:

- Trucks parked **legally** at truck stops, rest areas, park & ride lots, restaurants and TWIS
- Trucks parked **illegally** on the shoulders, ramps and other locations where signage prohibits parking

As you drive your section of highway, you need to count each commercial motor vehicle (CMV) parked at any of the following locations:

- >Shoulder
- >Pull-off area
- >Rest area/Welcome Center
- >On ramp
- >Off ramp
- >Wide spots in highway
- >Park & Ride lot
- >Picnic area
- >Truck Weigh & Inspection Stations (TWIS)
- >Truck Stop--Count all trucks **except** those getting fuel at the pumps.
- >Restaurant (If located along the side of US 15, US 50 or US 301).

If you, as a volunteer get hungry or thirsty, and drive a mile off the highway to find a restaurant, do not count the trucks parked here. Count only the trucks parked at restaurants adjacent to the main roads.

Each night, the study will begin at 10:00 PM and end at 5:00 AM the next morning. Therefore, whatever amount of time it takes you to drive from your home to your starting point, please leave in time to start at 10:00 PM. When you receive your ROAD SECTION ASSIGNMENT, you will see that it encompasses a certain geographic area. Once again, depending from where you leave to begin your survey, it really does not matter which end of your road section you start. For instance, if you live in Frederick, and you are scheduled to work a section of road from I-70 at Security Blvd. to Mt. Airy, Exit 68, then you would begin your survey at Mt. Airy. It would not make sense for you to drive past Mt. Airy to start at Security Blvd. If, after receiving your road section assignment, you are not sure where to start, please call us for clarification.

Everyone needs to realize that you will become very familiar with your section of road over the seven (7) hours you will be there, especially for those of you who are to survey the same section for more than one night. This will sound stupid, but Barney Fife would say, “No parked truck will get by me while I’m on duty”! Stupid yes, but it is what you must do. The only way we can get good data is to make sure that we **Count the Trucks**. As you return to the same section every hour, you will be able to tell those things you need to look at more closely and also what ramps, park & rides, etc. do not need to be looked at again. As an example, during your first hour, if you notice that a park & ride prohibits CMVs, and that it looks too small for a truck to get into, then do not waste your time going back to survey it again.

BACKGROUND

How We Performed the Truck Parking Study

“The Mechanics” continued

Everyone will use the same **TRUCK PARKING SURVEY FORMS**. Another instruction page will go into detail for all items on the forms, but a few things of utmost importance are the following:

- **There are two (2) different forms. TPS-2 is only** for truck stops, rest areas, park & ride lots and TWIS. **TPS-1 is only** for all other locations. Please be careful which you use because each will give us different data.
- The very first thing you fill-out on the forms is the **PAGE NUMBER**. As you **Count the Trucks**, the number of parked trucks is the most important element of the form. The second most important item will be the page number. You should indicate **PAGE NUMBER 1** as you begin your road section. When you observe your first parked CMV of the evening, you will fill-out other items on this **PAGE NUMBER 1**, which will tell us where, when, and at what time you made the observance. Previous to observing your first CMV of the evening, please do not put anything on a survey form indicating that you had checked ramps, shoulders, etc. and that you did not see any trucks at these locations. We do not need to know. Remember, we are only counting parked trucks; not places for them to park.

After you have completed **PAGE NUMBER 1**, the particulars of your first observed parked truck, you then drive on to the next location where you see the next CMV parked. Here, you will use another blank survey form, and you will write-in that this is **PAGE NUMBER 2**. If this is an “off” ramp and a truck is parked, so indicate. If you then proceed to get back on the highway, and you observe another truck parked on the “on” ramp, even though it is only a few hundred yards from the last observed parked truck then, yes, you will use another blank survey form, and this will be **PAGE NUMBER 3**. As you continue to successive locations, you will use a new survey form, therefore another **PAGE NUMBER**. After the first survey hour, some of you will have a handful of survey pages and some could, very conceivably, have 30 to 40 pages. These, of course, will be numbered 1 through 40. The good news is that, after you number the pages during your first hour, then you should not have to number any more. When you repeat your road sections each hour, you simply start over using the same **PAGE NUMBER 1** you already made. You then use the same **PAGE NUMBERS** for the same locations you surveyed the last hour.

Everyone knows that not every plan works the way it is designed, so suppose during your last hour of observation, you notice a truck parked on the shoulder of I-70 E at MM 76. It evidently stopped there since you went by last hour and you don’t know what survey form to put in on because this is the first truck to park at this location all night. Simply turn to the **PAGE NUMBER before** this location. If you had created **PAGE NUMBER 16** at an “on” ramp at MM 73, then make a new **PAGE NUMBER 16 A** and fit it in between 16 and 17. Use this A, B, and C rule for other similar instances. Call us if you have questions.

BACKGROUND

How We Performed the Truck Parking Study

“The Mechanics” continued

You already read that we must look at all components of our major highways in order for this study to be relevant. The third paragraph of the first page of this document lists the components. Rather than bore all of you, more than you already are, we will conduct a narrative survey with volunteers Suzie Q. and Billy Joe, which will try to incorporate most of what everyone needs to do. Sorry you have to suffer through this, and truthfully, we have many better things to do, but we think it will make things go smoother for many participants. We will include this on a separate page.

All **original** survey forms must be returned to MDOT Headquarters. We must have the originals...no copies. We will include our address on the **HELP DESK, EMERGENCY PHONE LIST** enclosure. We will begin to input the data as soon as we receive the forms, so please get the forms to us as soon as you can. We would like to have them back no later than a couple of days after your survey is completed. For those who cannot mail them, please contact us so we can make arrangements to pick them up. We will be glad to pick them up where you work.

Maryland Truck Parking Study

TRUCK PARKING SURVEY FORM TPS-1

Page Number _____

*** Use ONLY for Location Types Shown Below ***

<i>(Fill-in)</i>		<i>(Circle One)</i>				Surveyor(s) Name	
Road Section:		Direction					
Highway Number:		North	South	East	West		
Mile Marker Number:							
Date:		Night					
		Sun	Mon	Tues	Wed	Thurs	

<i>(Check One)</i>		<i>(Check One or Fill-in)</i>	
Location Type		Questions	
	Shoulder	At any of the locations listed, are there:	YES NO
	Pull-off	Any signs PERMITTING truck parking?	
	“On” Ramp	Any signs PROHIBITING truck parking?	
	“Off” Ramp	Any signage pertaining to truck parking?	
	Picnic Area	Any parked trucks with HAZMAT placards?	
	Restaurant	How many trucks?	
	Other (Describe)	What color were the placards? (R, B/W, Y, G, O,B)	

Truck Type Classification

Tractor Trailer Combinations

- 1 – Van (Standard Box Trailer)
- 2 – Flatbed/Lowboy/Dropdeck
- 3 – Tanker (Liquid or Gas)
- 4 – Bulk Carrier (Dry)
- 5 – Automobile Transport
- 6 – Refrigerated
- 7 – Bulk Trash Handler
- 8 – Intermodal Container
- 9 – Doubles
- 10 – Specialized/Permit

Other Truck Types

- 11 – Dump Trailer
- 12 – Straight / Box Truck
- 13 – Dump Truck (Not tractor trailer)
- 14 – Other (Describe, if you can)

Truck Type
Number of Same Trucks

Hour Observed <i>(Circle One)</i>							
2200	2300	2400	0100	0200	0300	0400	0500
Number of Parked Trucks <i>(Fill-in)</i>							

BACKGROUND

How We Performed the Truck Parking Study

Form TPS-1 Instructions

1. **Page Number**
As you begin your road section survey at 10:00 PM, fill-in **1** for the page number, because this is the first location you observe a parked truck. The next location you observe a parked truck will be **2**, then **3** and so on. Just remember, during your first survey of your road section, **every** location you see a parked truck gets a new page number. When you return to the beginning of your section each hour, you will go back to Page Number **1**. Do not number a location if there are no trucks present. If they are there next hour, then insert the **A, B, C**, etc. as discussed in THE MECHANICS.
2. **Road Section**
Our study is surveying 29 road sections in Maryland. Make sure you fill-in the section you were assigned to work.
3. **Highway Number**
Fill-in what highway(s) you are working. (I.e. I-70 & I-81)
4. **Mile Marker Number**
Use approximate numbers if you are not positive.
5. **Date**
Use the date applicable when you begin at 10:00 PM.
6. **Direction**
If you cannot figure this one out, please give this paperwork back to us.
7. **Night**
Same as 6.
8. **Surveyor(s) Names**
We need to know who to thank for a fine job.
9. **Location Type**
What kind of place is this where you are observing these parked trucks?
10. **Questions**
Please try to answer these questions if possible. Due to safety and terrorist concerns, shoulders and ramps are not locations anyone wants to see HAZMAT hauler.

BACKGROUND

How We Performed the Truck Parking Study

Form TPS-1 Instructions continued

11. **Truck Type Classification**

As you conduct your survey, you will see various types of CMVs parked on ramps, shoulders, etc. If you have time, and if you can see well enough to identify the CMV, please indicate these types of vehicles by putting the corresponding number in the Truck Type block. For instance, on an “on” ramp, you observe 6 vans, several flatbeds, a tanker and 4 dump trucks (not with trailers), then insert the following classification numbers: 1, 2, 3, 12. (We are not looking for how many of each type is parked—just the type.)

12. **Hour Observed**

Circle the hour you are working as you conduct your study.

13. **Number of Parked Trucks**

This is it! It is now time to **Count the Trucks!** This is the reason you are out tonight! These are the simplest, yet most important entries you will make. All you have to do at each location is to count the total number of parked CMVs and put this number in the block. Come back to the same location the next hour, use the Page Number you used here then, and fill-in the number of parked trucks.

14. **Number of Same Trucks**

If, while riding around during the middle of the night (or morning) you happen to remember certain CMVs have been at the same location since the last hour, please indicate in this block. Some may catch your eyes, and we will have an idea of how long they are staying at these locations. This will be good information, but do not lose sleep if you do not fill them in. (Joke!)

Maryland Truck Parking Study

TRUCK PARKING SURVEY FORM TPS-2

Page Number _____

*****For Use ONLY at Truck Stops, Park & Rides, Rest Areas and TWIS Locations*****

(Fill-in)	(Circle One)	
Road Section: <input style="width: 100%;" type="text"/>	Direction	Surveyor(s) Name <input style="width: 100%; height: 40px;" type="text"/>
Highway Number: <input style="width: 100%;" type="text"/>	North South East West	
Mile Marker Number: <input style="width: 100%;" type="text"/>		<input style="width: 100%; height: 40px;" type="text"/>
Date: <input style="width: 100%;" type="text"/>	Night	
	Sun Mon Tues Wed Thurs	

Location Type

<u>Truck Stops</u>	<u>Park & Rides</u>	<u>Rest Areas/Welcomes Centers</u>
<input type="checkbox"/> AC & T Fuel, Hagerstown	<input type="checkbox"/> I-68 @ MD 36, MM 34	<input type="checkbox"/> I-68 E, Youghiogheny Overlook
<input type="checkbox"/> Flying J, North East	<input type="checkbox"/> I-70 @ US 40, MM 32	<input type="checkbox"/> I-68 E, Sideling Hill (No trucks in W/B area)
<input type="checkbox"/> Fuel City, Grantsville	<input type="checkbox"/> I-70 @ MD 17, MM 42	<input type="checkbox"/> Truck Rest Area, I-70 E, MM 67, (Trucks Only)
<input type="checkbox"/> Hancock Truck Stop, Hancock	<input type="checkbox"/> I-83 @ MD 137, MM 27	<input type="checkbox"/> I-70 E, Myersville
<input type="checkbox"/> Keyser's Ridge TS, Accident	<input type="checkbox"/> I-83 @ MD 439, MM 36	<input type="checkbox"/> I-70 W, Myersville
<input type="checkbox"/> Middletown TS, Middletown, DE	<input type="checkbox"/> I-83 @ Middletown Rd, MM 31	<input type="checkbox"/> I-95 N, Savage
<input type="checkbox"/> New Transit, Millersville	<input type="checkbox"/> I-95 @ I-495, MM 27	<input type="checkbox"/> I-95 S, Savage
<input type="checkbox"/> Petro, Elkton	<input type="checkbox"/> I-95 @ MD 100, MM 38	<input type="checkbox"/> Maryland House, N
<input type="checkbox"/> Pilot, Hagerstown	<input type="checkbox"/> I-270 @ MD 80, MM 26	<input type="checkbox"/> Maryland House, S
<input type="checkbox"/> Pilot, Perryville	<input type="checkbox"/> I-695 @ Hammonds Ferry Rd, MM 8	<input type="checkbox"/> Chesapeake House, N
<input type="checkbox"/> Trailway TS, Centerville	<input type="checkbox"/> I-695 @ Cromwell Bridge Rd, MM 29	<input type="checkbox"/> Chesapeake House, S
<input type="checkbox"/> Travel Center, Baltimore	<input type="checkbox"/> US 50/301 @ MD 424	<input type="checkbox"/> US 15 S, Emmittsburg
<input type="checkbox"/> Travel Center, Elkton	<input type="checkbox"/> Other location type not listed: _____	<input type="checkbox"/> US 301 N, Newburg
<input type="checkbox"/> Travel Center, Jessup	<input type="checkbox"/> _____	<input type="checkbox"/> US 301 N, Centerville
	<input type="checkbox"/> _____	
	<input type="checkbox"/> _____	

Truck Weigh & Inspection Stations

<input type="checkbox"/> E/B I-68, Finzel
<input type="checkbox"/> N/B I-270, Hyattstown
<input type="checkbox"/> S/B I-270, Hyattstown
<input type="checkbox"/> E/B I-70, New Market
<input type="checkbox"/> W/B I-70, West Friendship
<input type="checkbox"/> N/B I-95, Perryville
<input type="checkbox"/> S/B I-95, Perryville
<input type="checkbox"/> US 50, Vienna (Pull-off Site)

Hour Observed (Circle One)							
2200	2300	2400	0100	0200	0300	0400	0500
Number of Parked Trucks (Fill-in)							

BACKGROUND

How We Performed the Truck Parking Study

Form TPS-2 Instructions

Complete items 1 through 8 the same as you do for form TPS-1.

9. **Location Type**

What kind of place is this where you are observing these parked trucks? Here, there are only four (4) types. Simply mark the box where you are doing your study.

10. **Hour Observed**

Circle the hour you are working as you conduct your study.

11. **Number of Parked Trucks**

As with TPS-1, this is it! It is now time to Count the Trucks! This is the reason you are out tonight! These are the simplest, yet most important entries you will make. All you have to do at each location is to count the total number of parked CMVs and put this number in the block. When you come back to this location next hour, turn back to the same page number you used here last hour, and fill-in the number of trucks you count here.

At many of the truck stops, you will observe a number of bobtail tractors, and most of the commercial truck stops provide smaller spaces for them to park. For purposes of this study, count each bobtail tractor as a truck. Even though the truck is not attached to a trailer, consider it a truck because the trailer is close by somewhere.

When you survey truck stops, rest areas, park & ride lots and TWIS, many of them have pre-painted lines to mark the parking spaces. Do not count the number of lined spaces because we have already counted them. Please just count the number of trucks.

Maryland Truck Parking Study

Data

Legal Parking Locations (Total nightly "average" observations)

Parking Capacity Data

LEGAL CAPACITY PARKING (LINED SPACES) BY LOCATION TYPE

<u>Truck Stops</u>	<u>Park & Rides</u>	<u>Rest Areas/Welcome Centers</u>
140 AC & T Fuel, Hagerstown	I-68 @ MD 36, MM 34	12 I-68 E, Youghiogheny Overlook
8 AC & T Fuel, Indian Springs		0 I-68 E, Sideling Hill (No trucks in W/B area)
12 Easton Truck Stop, Easton		9 Truck Rest Area, I-70 E, MM 67, (Trucks Only)
156 Flying J, North East		17 I-70 E, Myersville
45 Fuel City, Grantsville		15 I-70 W, Myersville
88 Hancock Truck Stop, Hancock		21 I-95 N, Savage
30 Keyser's Ridge TS, Accident		19 I-95 S, Savage
50 New Transit, Millersville		20 Maryland House, N
25 One Stop Travel Plaza, Newburg		30 Maryland House, S
218 Petro, Elkton		47 Chesapeake House, N
83 Pilot, Hagerstown		49 Chesapeake House, S
63 Pilot, Perryville		0 US 15 S, Emmittsburg (Closed for Construction)
100 Trailway TS, Centerville		0 US 301 N, Newburg (No Truck Parking)
250 Travel Center, Baltimore		15 US 301 N, Centerville
160 Travel Center, Elkton		
409 Travel Center, Jessup		

Truck Weigh & Inspection Stations

12	E/B I-68, Finzel
12	N/B I-270, Hyattstown
12	S/B I-270, Hyattstown
15	E/B I-70, New Market
18	W/B I-70, West Friendship
59	N/B I-95, Perryville
52	S/B I-95, Perryville
10	US 50, Vienna (Pull-off Site)

TOTAL CAPACITY PARKING

PUBLIC:	455
PRIVATE:	1,837
TOTAL:	2292

Maryland Truck Parking Study

Data

Legal Parking Locations (Total nightly "average" observations)

Truck Stop Data

Truck Stops	Monday	Tuesday	Wednesday	Thursday	Total	Average	Capacity	% Utilized
	Average Nightly Counts							
AC & T Fuel, Indian Springs	6	7	3	No count	16	5	8	62
AC & T Fuel, Hagerstown	166	No count	216	192	574	191	140	136
Flying J, North East	132	133	135	119	519	130	156	83
Fuel City, Grantsville	27	33	36	33	129	32	45	71
Hancock Truck Stop, Hancock	51	68	63	68	250	62	88	70
Keyser's Ridge TS, Accident	20	16	13	13	62	16	30	53
New Transit, Millersville	50	58	50	47	205	51	50	102
Petro, Elkton	221	209	216	178	824	206	218	94
Pilot, Hagerstown	97	No count	75	75	247	82	83	99
Pilot, Perryville	55	62	57	56	230	58	63	92
Trailway TS, Centerville	65	86	84	91	326	82	100	81
Travel Center, Baltimore	458	357	338	359	1512	378	250	151
Travel Center, Elkton	164	155	154	137	610	153	160	95
Travel Center, Jessup	423	384	374	396	1577	394	400	98

Maryland Truck Parking Study

Data

Legal Parking Locations (Total nightly "average" observations)

Rest Area Data

Rest Areas	Monday	Tuesday	Wednesday	Thursday	Total	Average	Capacity	% Utilized
	Average Nightly Counts							
I-68 E, Youghiogheny Overlook	11	11	11	12	45	11	12	92
I-70 E, MM 67, Truck Rest Area Only	10	11	13	8	42	10	9	111
I-70 E, Myersville	35	36	38	37	146	36	17	212
I-70 W, Myersville	29	30	35	31	125	31	15	207
I-95 N, Savage	52	49	48	55	204	51	21	243
I-95 S, Savage	54	45	50	41	190	48	19	253
I-95 N, Chesapeake House	44	29	29	27	129	32	49	65
I-95 S, Chesapeake House	37	32	24	16	109	27	49	55
I-95 N, Maryland House	28	56	65	49	198	49	25	196
I-95 S, Maryland House	51	48	44	29	172	43	28	153
US 15S, Emmittsburg	Closed for Reconstruction						0	
US 301 N, Newburg	No Truck Parking						0	
US 301 N, Centerville	25	21	22	20	88	22	15	147

Maryland Truck Parking Study

Data

Legal Parking Locations (Total nightly "average" observations)

Truck Weigh & Inspection Stations (TWIS) Data

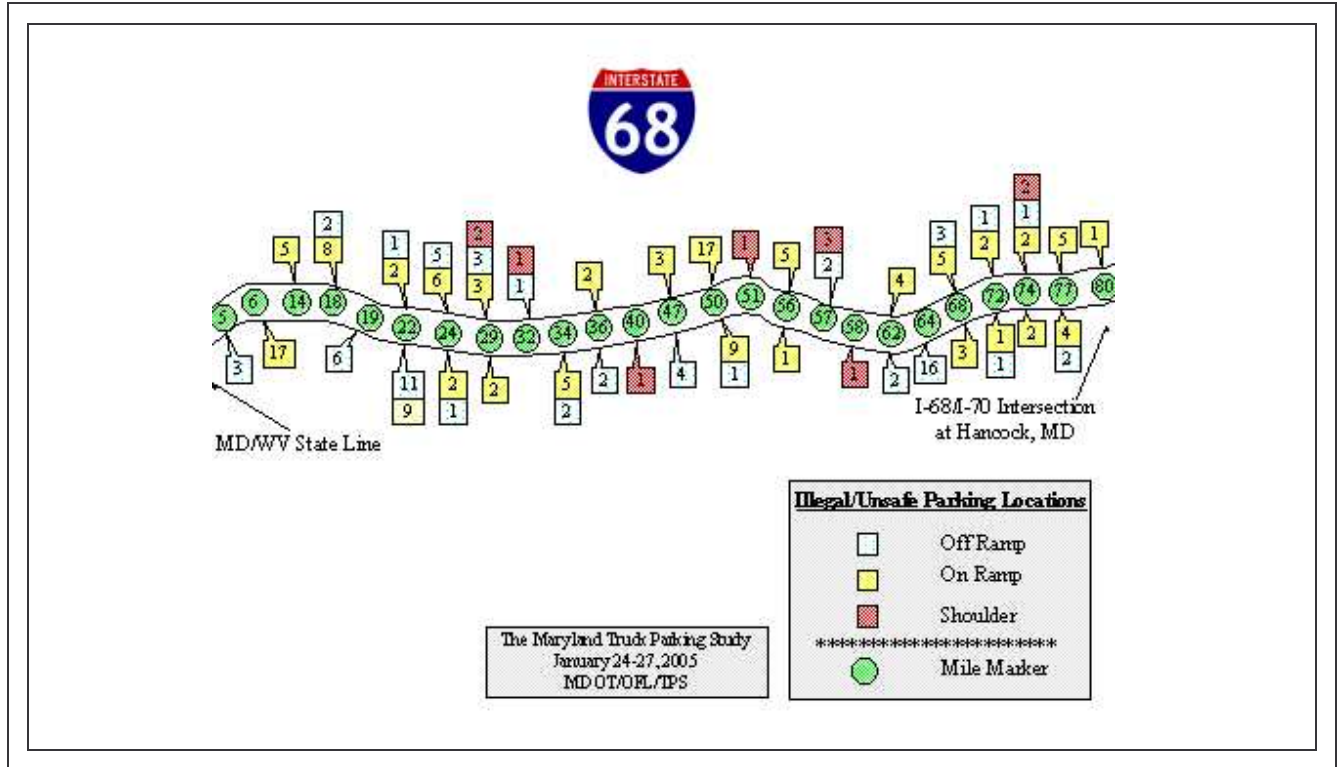
Truck Weigh & Inspection Stations	Monday	Tuesday	Wednesday	Thursday	Total	Average	Capacity	% Utilized
(TWIS)	Average Nightly Counts							
E/B I-68, Finzel	4	4	4	3	15	4	12	33
N/B I-270, Hyattstown	2	4	4	7	17	4	12	33
S/B I-270, Hyattstown	2	5	5	6	18	4	12	33
E/B I-70, New Market	6	3	5	7	21	5	15	33
W/B I-70, West Friendship	7	3	5	6	21	5	18	28
N/B I-95, Perryville	7	6	11	4	28	7	59	12
S/B I-95, Perryville	4	3	3	1	11	3	52	6
US 50, Vienna (Pull-off site)	3	No count	1	No count	4	2	10	20

Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Visual Highway Data

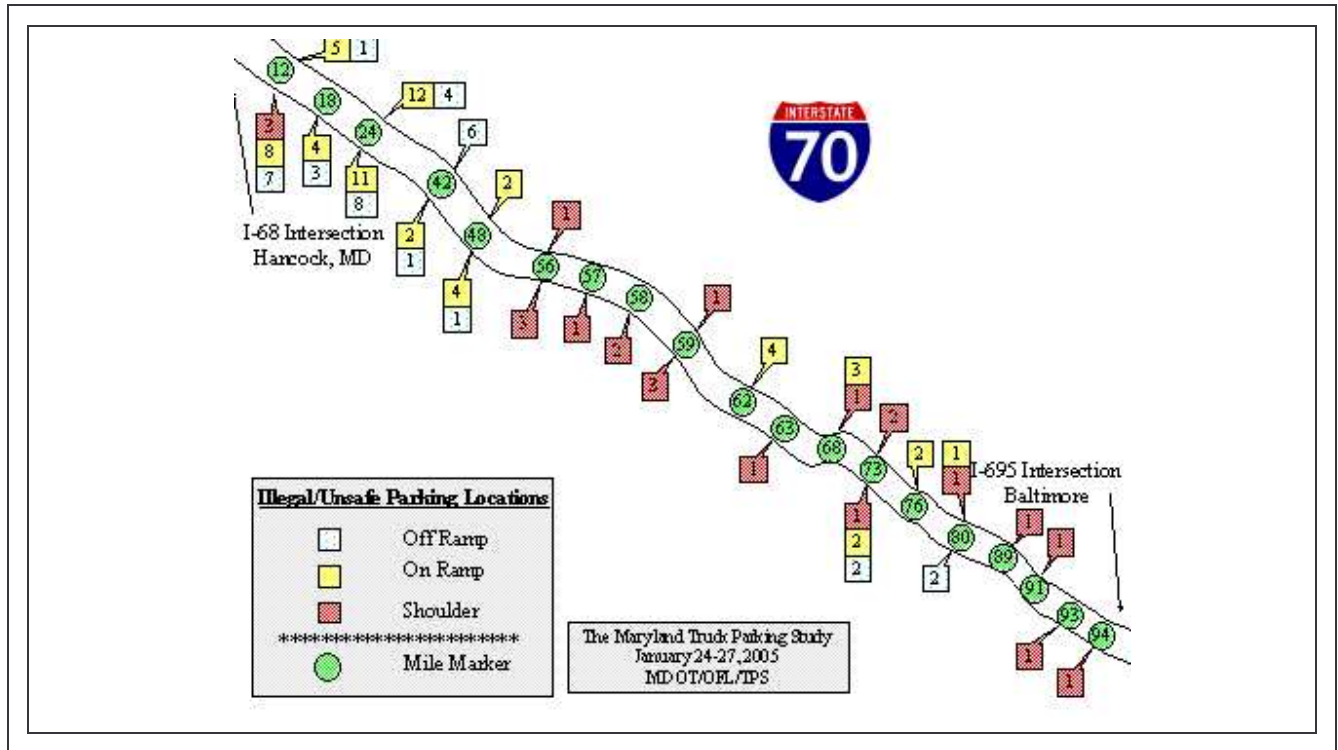


Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

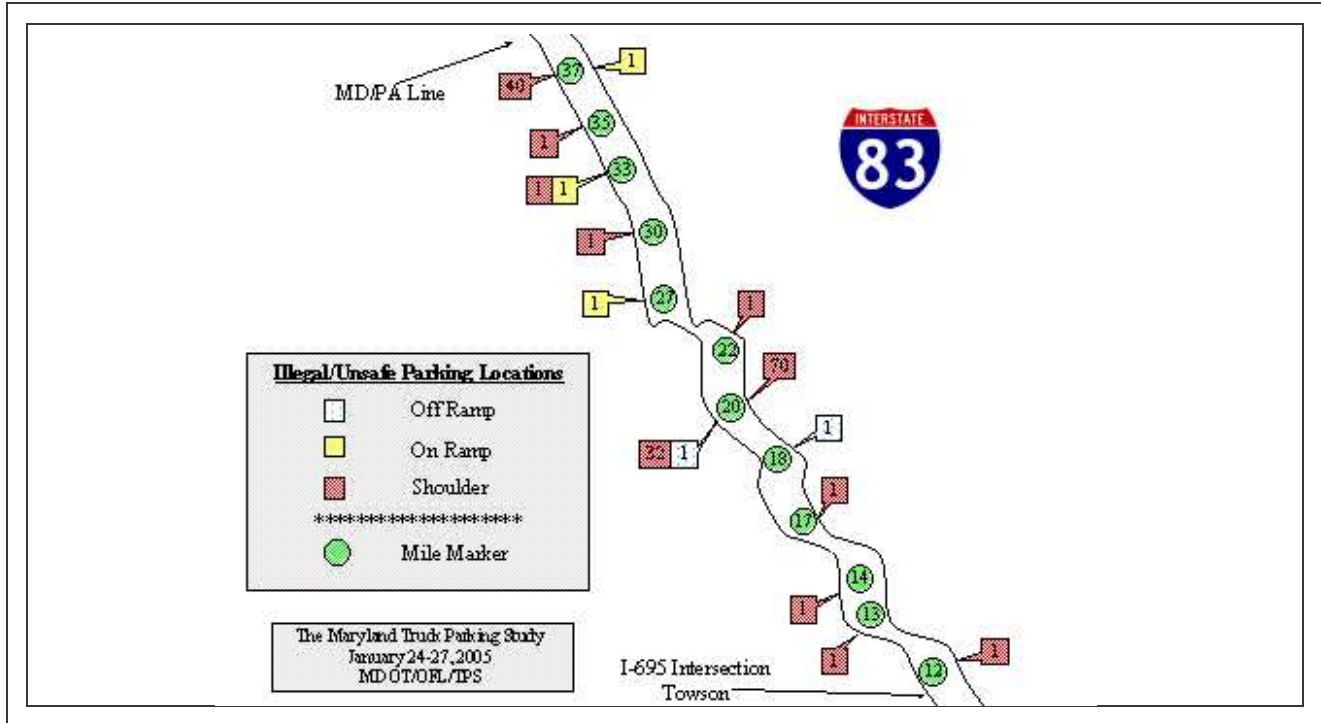
Visual Highway Data continued



Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Visual Highway Data continued

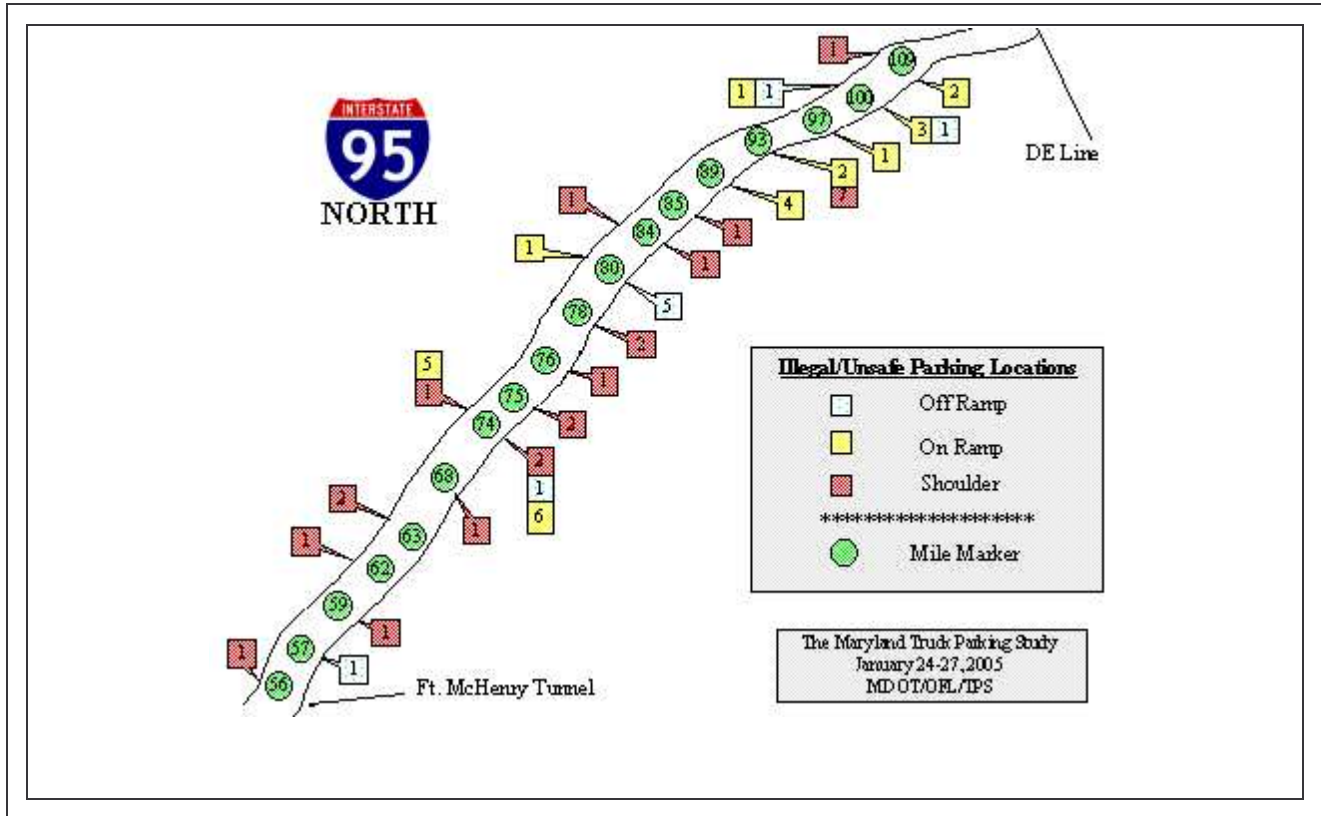


Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Visual Highway Data continued

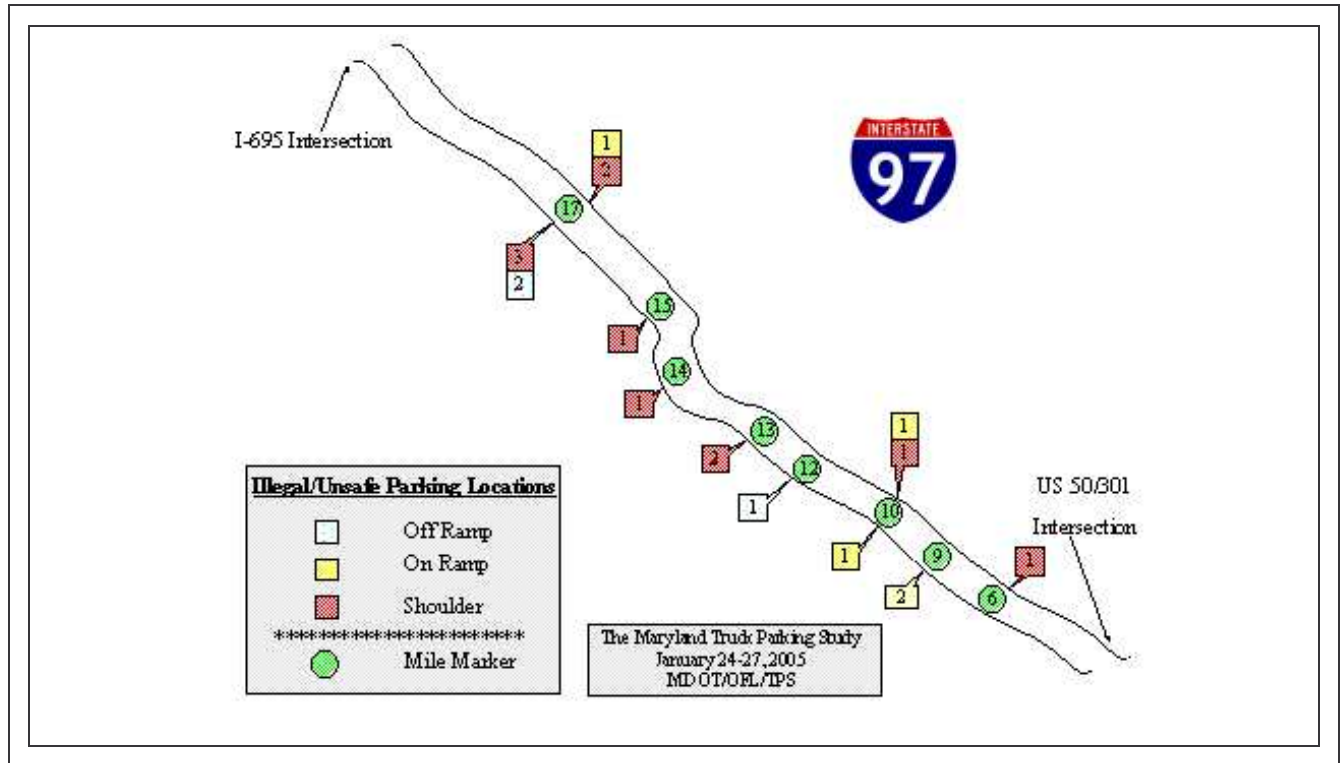


Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

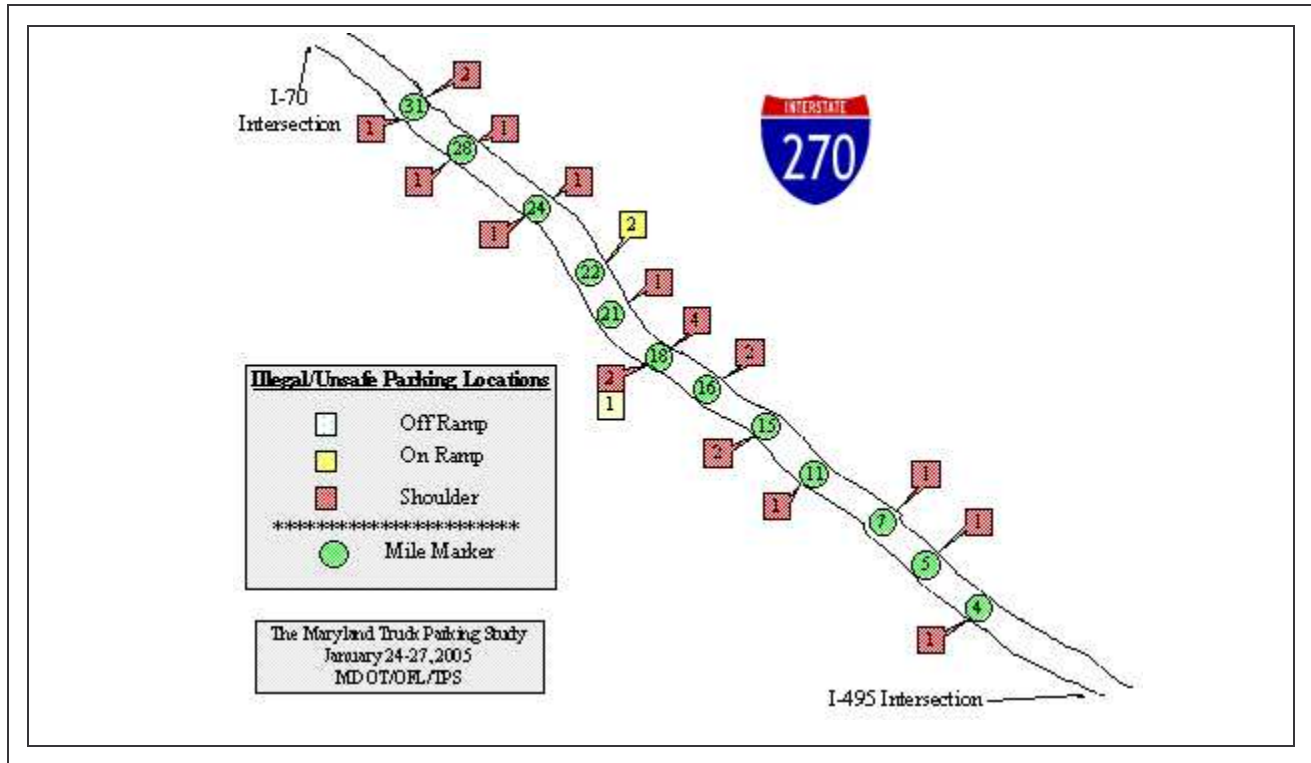
Visual Highway Data continued



Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

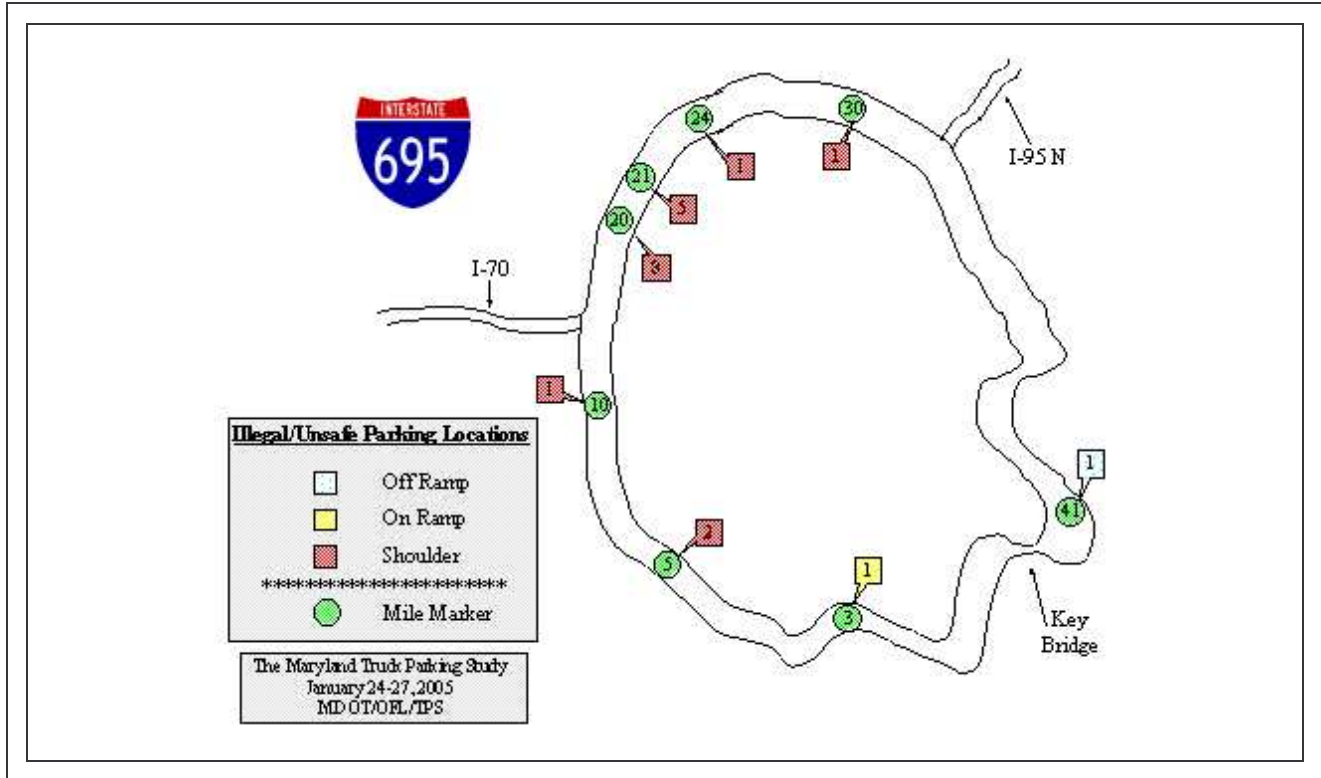
Visual Highway Data continued



Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

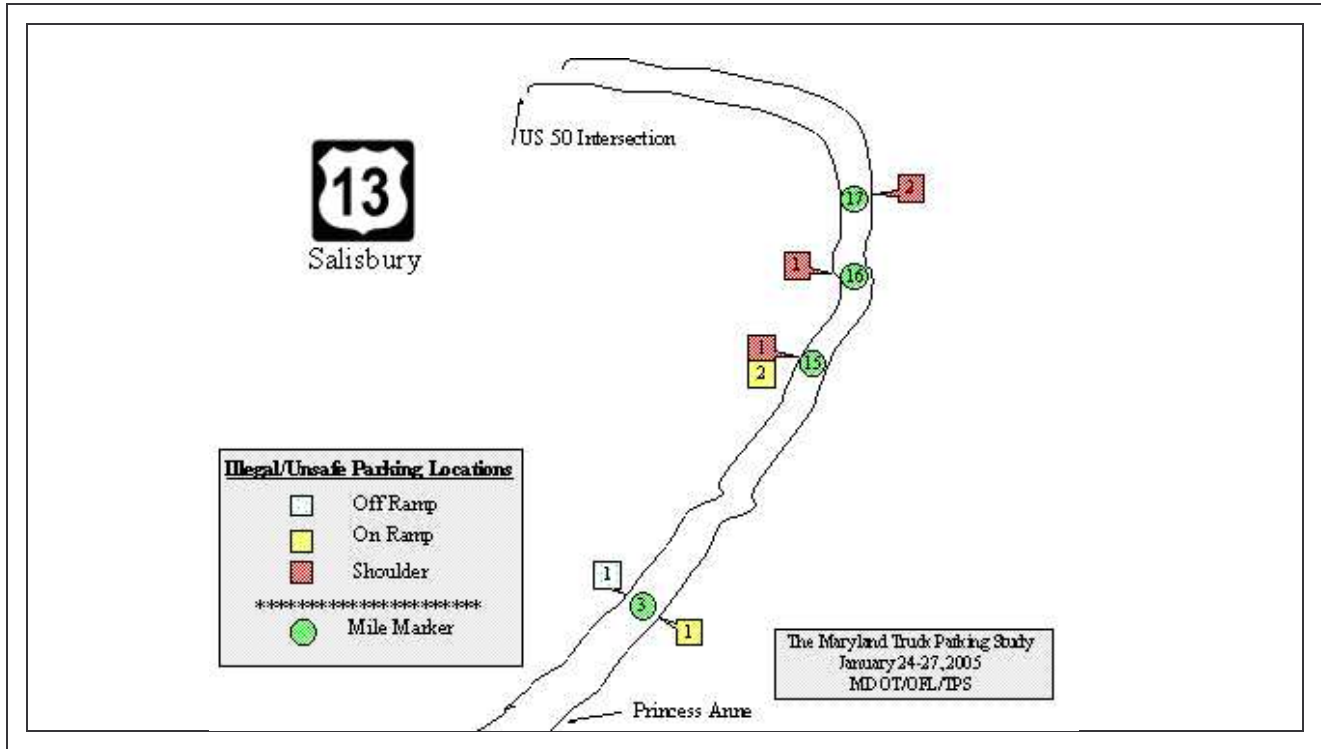
Visual Highway Data continued



Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Visual Highway Data continued

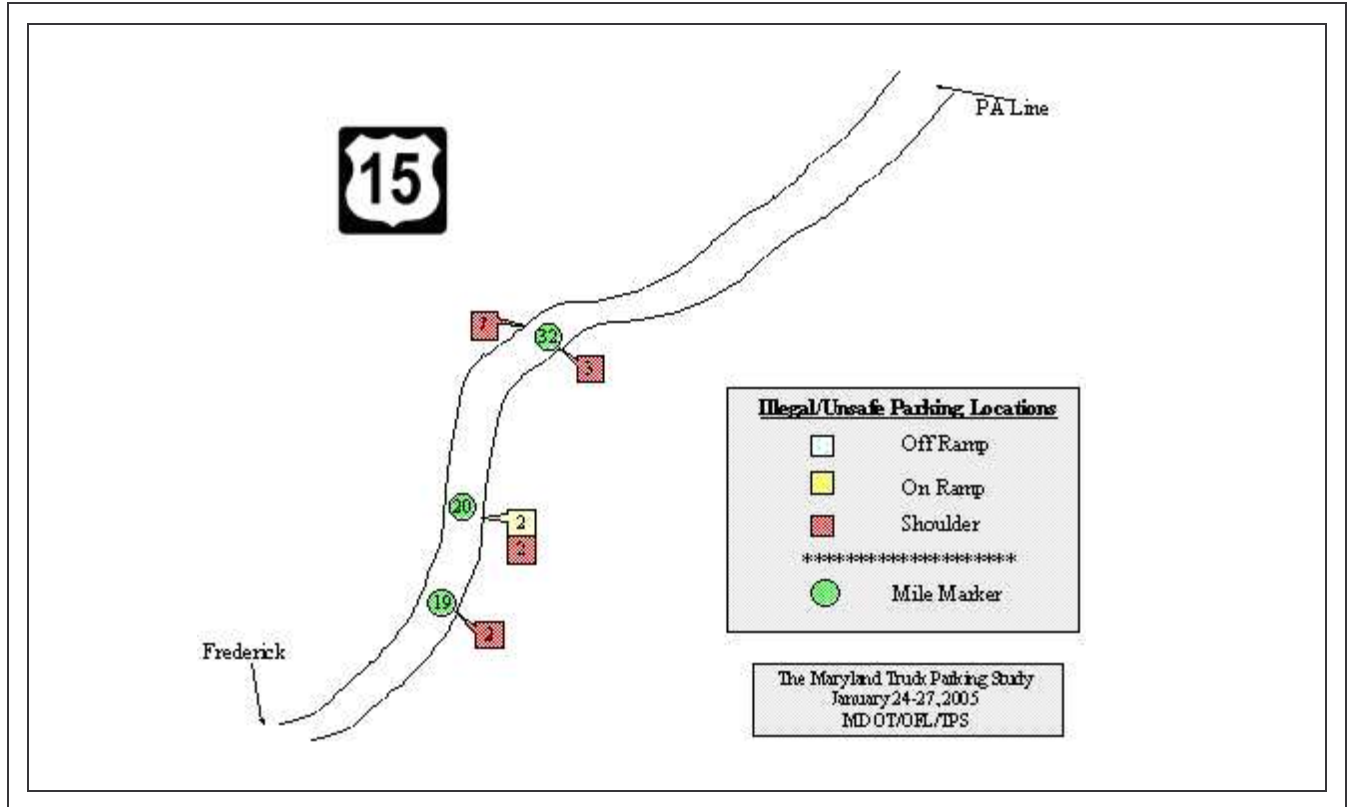


Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Visual Highway Data continued

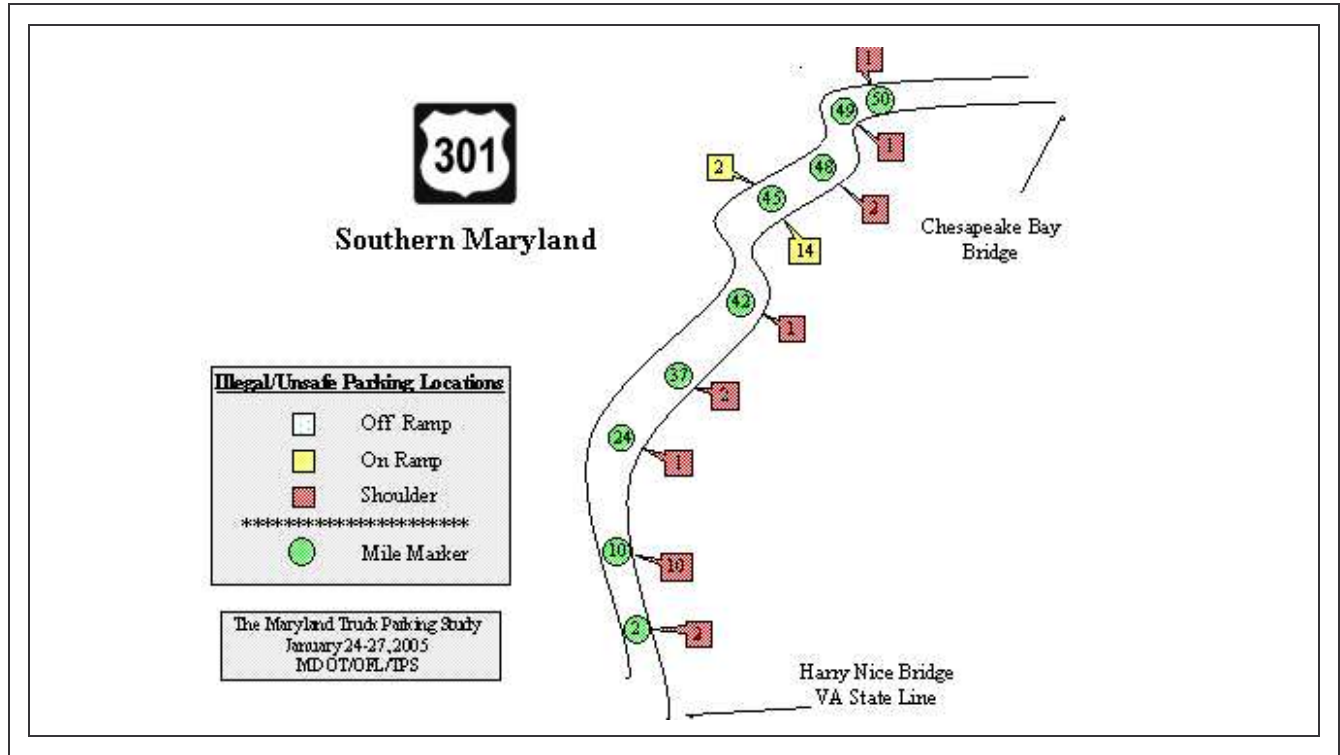


Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Visual Highway Data continued

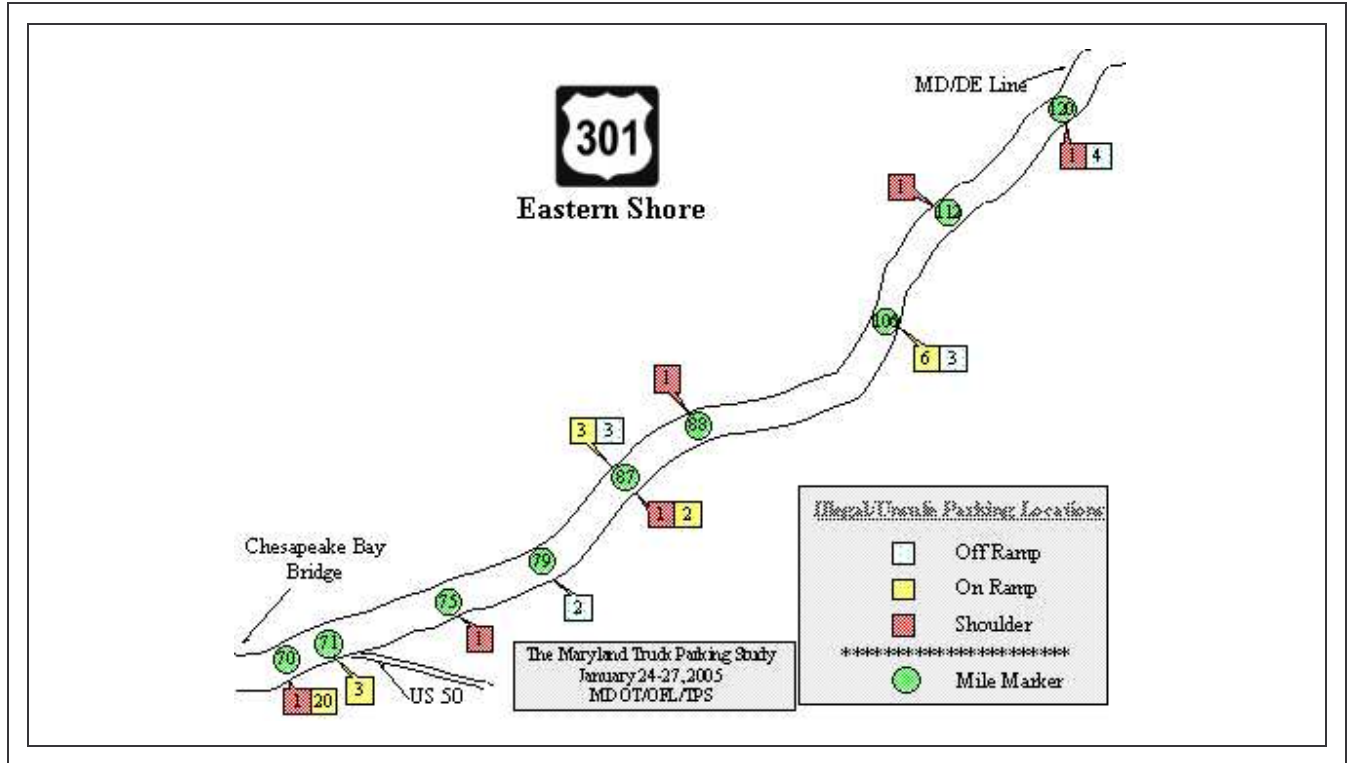


Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Visual Highway Data continued



Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Numeric Highway Data

I-68 (WV State Line to I-70 Intersection)				
Direction	MM	Off Ramp	On Ramp	Shoulder
EB	5	3		
EB	6		17	
EB	19	6		
EB	22	11	9	
EB	24	1	2	
EB	29		2	
EB	34	2	5	
EB	36	2		
EB	40			1
EB	47	4		
EB	50	1	9	
EB	56		1	
EB	58			1
EB	62	2		
EB	64	16		
EB	68		3	
EB	72	1	1	
EB	74		2	
EB	77	2	4	
WB	14		5	
WB	18	2	8	
WB	22	1	2	
WB	24	5	6	
WB	29	3	3	2
WB	32	1		1
WB	36		2	
WB	47		3	
WB	50		17	
WB	51			1
WB	56		5	
WB	57	2		3
WB	62		4	
WB	68	3	5	
WB	72	1	2	
WB	74	1	2	2
WB	77		5	
WB	80		1	

Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Numeric Highway Data continued

I-70 (I-68 Intersection to I-695 Intersection)				
Direction	MM	Off Ramp	On Ramp	Shoulder
EB	12	7	8	3
EB	18	3	4	
EB	24	8	11	
EB	42	1	2	
EB	48	1	4	
EB	56			3
EB	57			1
EB	58			2
EB	59			3
EB	63			1
EB	73	2	2	1
EB	80	2		
EB	93			1
EB	94			1
WB	12	1	5	
WB	24	4	12	
WB	42	6		
WB	48		2	
WB	56			1
WB	59			1
WB	62		4	
WB	68		3	1
WB	73			2
WB	76		2	
WB	80		1	1
WB	89			1
WB	91			1

Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Numeric Highway Data continued

I-83 (I-695 Intersection to PA Line)				
Direction	MM	Off Ramp	On Ramp	Shoulder
NB	12			1
NB	17			1
NB	18	1		
NB	20			70
NB	22			1
NB	37		1	
SB	13			1
SB	14			1
SB	20	1		32
SB	27		1	
SB	30			1
SB	33		1	1
SB	35			1
SB	37			40

Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Numeric Highway Data continued

I-95 North (Ft. McHenry Tunnel to DE Line)				
Direction	MM	Off Ramp	On Ramp	Shoulder
NB	57	1		
NB	59			1
NB	68			1
NB	74	1	6	2
NB	75			2
NB	76			1
NB	78			2
NB	80	5		
NB	84			1
NB	85			1
NB	89		4	
NB	93		2	7
NB	97		1	
NB	100	1	3	
NB	109		2	
SB	109			1
SB	100	1	1	
SB	84			1
SB	80		1	
SB	74		5	1
SB	63			2
SB	62			1
SB	56			1

Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Numeric Highway Data continued

I-95 South (MD/VA Line to Ft. McHenry Tunnel)				
Direction	MM	Off Ramp	On Ramp	Shoulder
NB	3			2
NB	4			4
NB	5			2
NB	10			1
NB	12			1
NB	15			4
NB	16			9
NB	18			2
NB	27		18	
NB	29		1	
NB	38	1		
NB	41		7	
NB	42			1
NB	43			1
NB	47			3
NB	50	1		
NB	51	1		
NB	52		3	
NB	55	1		
SB	38		3	
SB	33		1	
SB	27	10	6	
SB	20			2
SB	18			2
SB	17			1
SB	16			10
SB	15			1
SB	14			2
SB	11			1
SB	10			1
SB	3			12

Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Numeric Highway Data continued

I-97 (I-695 Intersection to US 50/301 Intersection)				
Direction	MM	Off Ramp	On Ramp	Shoulder
NB	17		1	2
NB	10		1	1
NB	6			1
SB	9		1	
SB	10		1	
SB	12	1		
SB	13			2
SB	14			1
SB	15			1
SB	17	2		3

I-270 (I-70 Intersection to I-495 Intersection)				
Direction	MM	Off Ramp	On Ramp	Shoulder
NB	5			1
NB	7			1
NB	16			2
NB	18			4
NB	21			1
NB	22		2	
NB	24			1
NB	28			1
NB	31			2
SB	31			1
SB	28			1
SB	24			1
SB	18		1	2
SB	15			2
SB	11			1
SB	4			1

Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Numeric Highway Data continued

I-695				
Direction	MM	Off Ramp	On Ramp	Shoulder
NB	3		1	
NB	5			2
NB	20			8
NB	21			5
NB	41	1		
SB	10			1
SB	24			1
SB	30			1

US13 (Salisbury to Princess Anne)				
Direction	MM	Off Ramp	On Ramp	Shoulder
NB	3		1	
NB	17			2
SB	3	1		
SB	15		2	1
SB	16			1

US 15 (Frederick to PA Line)				
Direction	MM	Off Ramp	On Ramp	Shoulder
NB	19			2
NB	20		2	2
NB	32			3
SB	32			7

Maryland Truck Parking Study

Data

Illegal/Unsafe Parking Locations (Total nightly “peak” observations)

Numeric Highway Data continued

US 301-Southern Maryland (VA Line to Chesapeake Bay Bridge)				
Direction	MM	Off Ramp	On Ramp	Shoulder
NB	2			2
NB	10			10
NB	24			1
NB	37			2
NB	42			1
NB	45		14	
NB	48			2
NB	49			1
SB	50			1
SB	45		2	

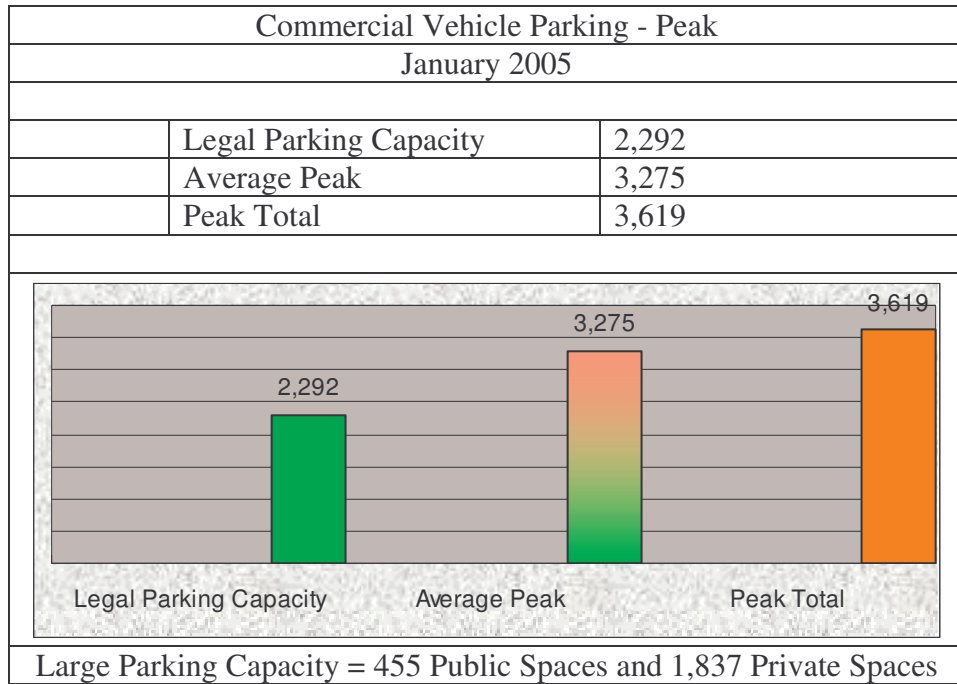
US 301-Eastern Shore (Chesapeake Bay Bridge to DE Line)				
Direction	MM	Off Ramp	On Ramp	Shoulder
NB	70		20	
NB	71		3	
NB	75			1
NB	79	2		
NB	87		2	1
NB	106	3	6	
NB	120	4		1
SB	112			1
SB	88			1
SB	87	3	3	

US 50 (Queenstown to Salisbury) (No Graphic Slide for this road section)				
Direction	MM	Off Ramp	On Ramp	Shoulder
EB	94			1
EB	95			1
WB	98			1

Maryland Truck Parking Study

Summary

CMV Parking (Peak) Data Chart

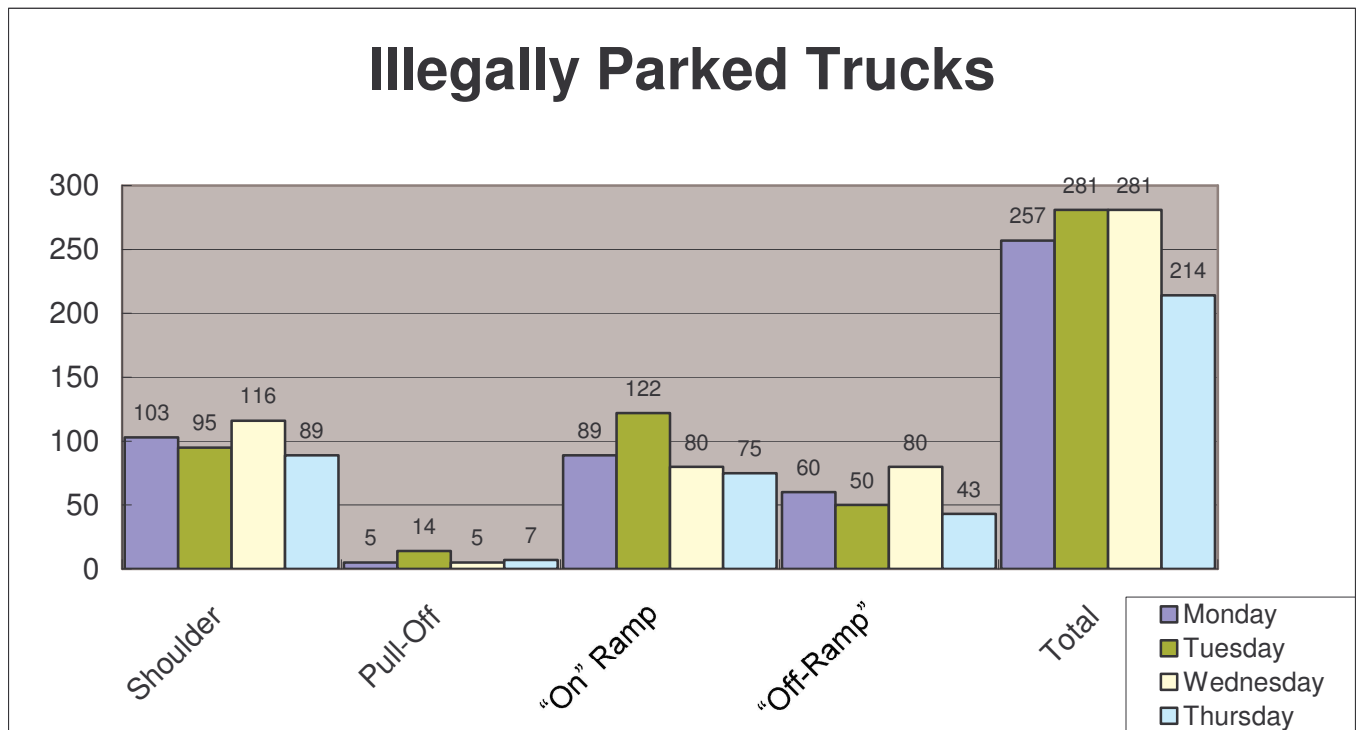


Maryland Truck Parking Study

Summary

Illegal/Unsafe Parking Data Chart

Location/Night	Monday	Tuesday	Wednesday	Thursday
Shoulder	103	95	116	89
Pull-Off	5	14	5	7
“On” Ramp	89	122	80	75
“Off-Ramp”	60	50	80	43
Total	257	281	281	214



Maryland Truck Parking Study

Summary

Summary Data

Date	Number of Surveys	Number of Observations
Monday, January 24	162	621
Tuesday, January 25	160	570
Wednesday, January 26	155	574
Thursday, January 27	131	520
Total	608	2285

Number of Different Locations Surveyed: 366

Peak total of trucks parked in each location, regardless of date: 3,619

Average peak number of trucks parked in every identified location: 3,275

Legal capacity parking (public and private): 2,292

Trucks Parked In Clearly Illegal Locations

This matrix presents the number of trucks identified as parking at illegal locations, by night.

Location/Night	Monday	Tuesday	Wednesday	Thursday
Shoulder	103	95	116	89
Pull-Off	5	14	5	7
“On” Ramp	89	122	80	75
“Off-Ramp”	60	50	80	43
Total	257	281	281	214

Nightly average trucks parked illegally: 258

Summary

Summary Data continued

Hazmat Indicators

1. 15 surveys showed a placard count of 1, for a total of 47 observations of trucks parked with placarded material. Placarded trucks were only counted at irregular locations, although some of these irregular locations are legal for trucks. Of these 15 incidents, 13 were in clearly illegal locations.
 - 7 were on the shoulder of the road,
 - 2 were on on-ramps, and
 - 4 were on off ramps.

The other two observations were at a convenience store and at a shopping center.

2. In 10 of these instances, the hazardous materials indicator was red. In 9 of the 10 incidents, there was no sign indicating anything about truck parking (not surprising, since truck parking is generally not allowed in these locations. In the 10th case, there was a sign prohibiting parking. This includes all 7 cases of trucks parked on the shoulder, one on an on-ramp, and two on off-ramps.
3. In 4 of these instances, the truck carried a Black and White Hazardous Materials Placard. These included an instance each on an on-ramp, and an off-ramp, and the two instances in the convenience store and the shopping center. In no case did the observer indicate that there were any signs related to truck parking.
4. In 1 instance, there was a Blue Hazardous Materials Placard. This truck was parked on an 'off' ramp.

Signs Permitting Truck Parking

Only one survey indicated that there were any signs permitting truck parking. This indicated a sign allowing legal truck parking on the Shoulder of I-495 Westbound at mile 20 (on survey road section 11.) Experienced Beltway travelers think that this was marked in error.

Maryland Truck Parking Study

Summary

Summary Data continued

Signs Prohibiting Truck Parking

There were 212 observations on 49 different surveys which indicated that there were trucks parked at a location where there were signs prohibiting truck parking. Overall, considering the peak observations on these surveys, at least 270 trucks were parked at these locations. This represents 34 different locations.

Density of Observations

The following data shows the number of nights that sites were observed, that is the density of observations:

- 44 locations were surveyed all four nights.
- 25 locations were surveyed three of the four nights.
- 58 locations were surveyed two of the four nights.
- 239 locations were surveyed one of the four nights.

Additional Information

60 volunteers participated in the study as drivers.

These volunteers drove approximately 23,000 miles during the 4 days of the study.

Most volunteers have requested that they be included on the next study.

Approximately 20 other volunteers participated in other aspects of the Truck Parking Study.

Volunteers came from many agencies and organizations such as:

BGE	CCCC(Cecil Cty Comm. Coll.)	CVSA	MDE
MDOT HQ	MdTA	MMTA	MSP
MVA	NATSO	SHA	

Keane Federal Systems provided support in information processing and statistical analysis.